

Review Article

Strategies for Improving Living Environment in Inner Cities: A Review Study

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Abstract - In this research paper, a different review has been conducted on the strategies to improve the quality of life in the Inner City. Cities have an air of permanence, which is both real and imaginary. Change in cities results from social, economic, and technological forces at work in society and particular local forces and physical factors within the City. Cities provide a milieu that historically has been tolerant of cultural innovation and deviation from conventional modes of working and living.

Keywords - Migration, Revitalization, City Development, Urban Infrastructure.

1. Introduction

The Inner City has always been a special location of significance. Though its characteristic qualities may vary spatially and temporally, the city core or the Inner City is the heart and focal point of the surrounding region, a center of political activity, cultural, social, and economic life, similar to its historic predecessor. Thus, the city core or Inner City is the fringe area next door to the most privileged precincts of a city. It is the oldest part of the built-up area. It forms a twilight or gray zone, which has old, dilapidated, and multi-storeyed structures, with a high intensity of population and land use, usually characterized by low-income residential land use. The very essence of the core is that it is a rendezvous; its location and functions may be planned or spontaneous, drawn from the history or derived from the convergence of activities, and whatever the cause may be, the core recovers civic consciousness impartially. It is the collective expression of the mind and spirit of the city, which humanizes and gives meaning and form to the city.

2. Problems

The Inner City, the most powerful attraction of every facility, gets tremendous increasing density, job opportunities, and linkages which, on the other side, put tremendous pressure on infrastructure. The failure of local administration to keep pace with growing City demand and systematic growth resulted in the city's living environment deterioration. In the major cities, the sense of solidarity they formerly enjoyed is being eroded, and a gulf is opening up between the "rich" and the "poor." The various parts of the cities no longer appear to share a common destiny. The Inner City is now a fragment of history in a time of unprecedented change and impatient demands to conform to

these changes. Beset with conflicting claims and counterclaims, it has become the arena of the most powerful and the most powerless. It can be charming and exhilarating, monstrous and depressing. Most of today's towns and cities are broken up into business and residential areas, historic centers, dormitory suburbs, and office areas deserted at night. They are crisscrossed by urban motorways, choked at rush hours when traffic congestion rules. Open spaces such as squares, which offer breathing spaces and provide character to surrounding areas, are usually overrun by cars and advertisements. Vandalism and crime due to the "urban monoculture" isolates them, depriving them of job opportunities and social and cultural life ride many urban quarters. Disused industrial sites are sometimes left derelict, and their subsoil continues to throw up the harmful substances that industry has disposed of haphazardly.

3. Objectives

This Research Paper aims to find different strategies for Improving Living Environment in the Inner City by analyzing various Research Paper Results and Discussions.

4. Literature Review

An American economist, Miles Colean, coined the term Urban Renewal in 1950. According to him, Urban Renewal is "A deliberate action to change the urban environment through planned large-scale adjustment of existing City areas to present and future requirements for living and working."



“Conservation is to prolong the life of buildings and the built environment of the historic sites so that future generations can enjoy them profitably” by B. K. Thapar. “Conservation is the action taken to prevent the decay of historically and architecturally important buildings and areas” by Bernard Fielden in his book “Conservation in practice.”

The best way of preserving them is to keep them in use. The original use is generally the best for conserving the fabric, which means fewer changes. If the structure is redundant, it is put to some use after some changes. In this technique, the owners retain ownership rights, which is becoming more popular in western countries and has gained much importance in demolition.

The concept of urban regeneration may be interpreted in several ways, depending on the country's level of development. It can be defined as a “comprehensive and integrated vision and action which leads to resolution of urban problems and which seeks to bring about a lasting improvement in the economic, physical, social and environmental condition of an area that has been subject to change” (Lichfield, 1992)

This paper aims to question the background of these differences and try to reach a proposal of a model for the determination of the most appropriate strategic approach for their revitalization. The method employed in this paper rests upon a thorough literature survey, which conveys an understanding of the revitalization rationale. The validity of the proposed model has been examined in many different examples of revitalization projects in European cities.

To get a general view of the degree of development of neighbored or competing communities during the analysis of an urban core, a town, or parts of a region, a ratio method has been developed, which allows a valuation of the relative centrality and the efficiency for the retail sector. It has been found that this method gives a sufficient picture of the competition in a central system without great effort. The investigation in the Ruhr area proved that the central system's reformations are especially variable for investigations in smaller areas.

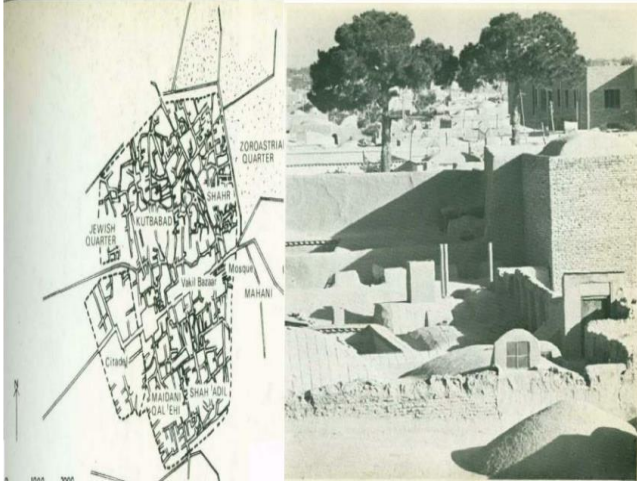
This review describes the exciting innovations already being introduced in cities and those which could become a reality shortly. They must be developed or adapted to enable their citizens to be socioeconomically creative and productive. Recent developments provide hope that such challenges can be tackled. This review describes the exciting innovations already being introduced in cities and those which could soon become a reality.

The study reveals the terms referred to as the revitalization process. Apart from that, the elements of public space are also applied to the area better known as open space and can be used in a meaningful way by the public. The recent trend indicates that urban tourism gives priority to urban public spaces. In addition, urban public spaces have been involved in urban revitalization projects to create a symbol of the city and have been proved to be useful for urban revitalization. In line with this trend, this paper discusses issues related to revitalizing urban public spaces.

5. Case Study of Iran

A case study of Kerman, Iran Brief History of the City Kerman is one of the 30 provinces of Iran. It is in the southeast of the country. In her early history, the main reasons for urbanization in Iran were economic. Cities gradually became production and market center, trading regionally and internationally. The transportation technology of the time, the human being, and the beast of burden is the key to understanding the physical development of these cities. Camel caravans carried on international and regional trade. To participate in trade meant that the City had to provide facilities for receiving these animals, housing their owners, and storing their goods. The form developed was the caravanserai. Traders and shops were located in or around the caravanserais, which eventually developed into bazaars. The bazaar became the center of the city.

The city's inhabitants depended on the bazaar for almost all their needs. It meant that virtually every house in the city had pedestrian access to the bazaar. The result was a compact residential area surrounding the bazaar and served by a pedestrian circulation system, the kutchee. Because of the lack of other open spaces nearby, the Kutcher became a recreation space for children and social space for women. Problems This type of urban settlement has two serious shortcomings. The first disadvantage can be called the growth radius. It would be impractical for the city to grow much larger than a walking distance radius from the center. The second disadvantage is the relative inflexibility of the transportation/circulation system. The growth radius and inflexibility of the kutchee system are the traditional infrastructures with which the new technologies come into conflict. Giving vehicular access to older sections of cities destroys the existing pedestrian circulation system, the Kutcher recreational areas, and the general public open spaces and impinges on a long-established social system. Moreover, a vehicular system in the old cities is destructive and expensive. It is destructive in two ways.



5.1. A Planning Alternative

Firstly, the traditional neighborhoods of Persian cities, developed over a long period, remain extremely relevant to present cities, and there is little reason why they cannot continue to form the basis for residential development in the future. Secondly, the bazaar, as a social, physical, and economic entity, remains a viable focus for cities, and with the traditional residential areas is capable of forming a basis for Persian city-centers in the future. Finally, these two elements, the bazaar-city center and the residential neighborhoods must be closely linked by a public transportation and communication system, which provides the growing city with the traditional proximity patterns. In the old cities, the only form of transportation was pedestrian, and most citizens had roughly the same degree of access to all parts of the city, and their travel was free.

Recognizing that modern cities will continue to grow far beyond the limits of pedestrian travel as they have already done, urban development must provide a motorized public transportation service to enable citizens to move freely throughout the city. The ownership and use of private vehicles cannot be excluded, but the city must provide, as an alternative, an efficient system of mass transit. The planning alternative is based on Pedestrian areas (five to ten minutes walking radius) linked together by this public transport service.

Another way this planning alternative preserves city streets for public transportation is by placing those facilities requiring access for large trucks in an ex-urban service-storage-manufacturing center. Thus, one major reason for congested streets would be eliminated. Also, machine services are in the ex-urban center and do not contribute to congestion, traffic, or pollution in the city. Preserving the enormous richness of traditional inner-city activities and allowing the city to expand and assume new functions generates a continuing crisis and presents seemingly insoluble contradictions. Only bold and thoughtful actions like the planning alternative discussed here can maintain the viability of the Persian city.

6. Outcome

As urban planning/growth is a dynamic process, driven by market and citizen's needs and influenced by regional triggers, an iterative process should be adopted to monitor and upgrade the projects envisaged for the city to address its changing needs.

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